

Minutes of the Meeting
August 20, 1998

Projects Reviewed

Convened: 8:00am

Fourth & Madison Tower
Denny Way/Lake Union CSO Control Project
Sound Transit (Commission discussion)
Arboretum Lakeside Trail
Sound Transit (discussion with SPC, SAC)
Sand Point Junior League Playground
South Lake Union Park Improvement
Department of Parks & Recreation Major Maintenance Projects

Adjourned: 4:30pm

Commissioners Present

Barbara Swift, Chair
Moe Batra
Gail Dubrow
Bob Foley
Gerald Hansmire
Jon Layzer
Rick Sundberg

Staff Present

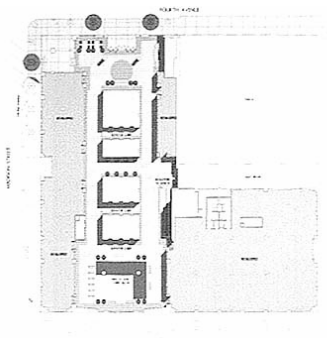
Vanessa Murdock
Peter Aylsworth
Rebecca Walls

082098.1 Project: **Fourth & Madison tower**
 Phase: Alley Vacation (subcommittee: Swift, Dubrow, Sundberg)
 Previous Review: June 4, 1998
 Presenters: Ev Ruffcorn, Zimmer Gunsul Frasca Partnership
 Attendees: Larry Almeleh, Tower Realty Management Corp.
 Beverly Barnett, Seattle Transportation
 Robert Briscoe, LaSalle Partners
 W. Rand Dixon, Hines
 Fred Hines, PCF Management Services Inc.
 Rob Hollister, Hines
 Courtney Kaylor, Phillips McCullough Wilson Hill & Fikso
 Jack McCullough, Phillips McCullough Wilson Hill & Fikso
 Greg Smith, Martin Smith Real Estate
 Allyn Stellmacher, Zimmer Gunsul Frasca Partnership
 Todd Stine, Zimmer Gunsul Frasca Partnership
 Don Surina, Hoffman Construction Co.
 Time: 1 hr. (hourly)

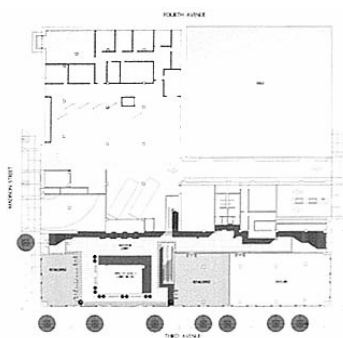
The proposed mixed use development, with office and commercial retail spaces, would occupy approximately three quarters of the block between Third and Fourth Avenues and between Marion and Madison Streets. The project is currently in the schematic design phase.

The primary massing of the building will be along Madison Street at the maximum height limit of 450 feet with a lower shoulder descending toward Marion Street along Third Avenue. Reducing the mass along Marion Street allows the southern gable of the historic YMCA Building to be revealed.

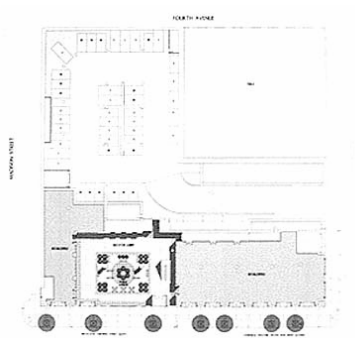
A public through-block hill-climb will connect Third and Fourth Avenues with escalators and retail corridors. This will have a 60 foot high atrium space adjacent to Third Avenue, a mezzanine level connecting Madison and Marion Streets with retail, and a Fourth Avenue connection around the elevator cores with retail spaces. The interior of these spaces will have a retail rather than corporate character with an artwork program and seating areas.



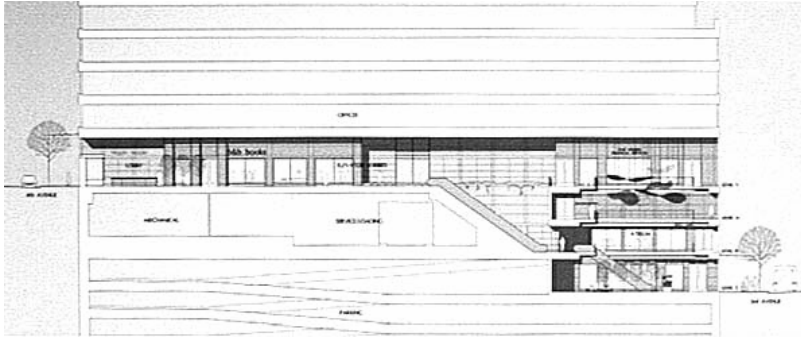
4th Avenue level plan (↖ North)



Mezzanine level (Marion to Madison)



3rd Avenue level plan



Section of through-block connection

The alley vacation is needed in order to have this through block connection, to allow the mass of the tower to be oriented to the north away from the YMCA Building, and to keep the Marion Street side of the building low. The portion of alley behind the YMCA Building will continue to be used by vehicles as they exit from the new garage at the north end. The historical part of the YMCA Building will be renovated and the existing addition will be replaced by the tower.

4th Avenue perspective3rd Avenue perspective

Discussion:

Dubrow: What kind of program elements are planned to activate the exterior of the building at street level?

Ruffcorn: The Third Avenue side will have retail along its full length, except where the atrium is, that is similar to the existing small scale shop fronts. Fourth Avenue will have the main office tower entrance with a small pocket of retail in the northeast corner. Madison Street will have some limited retail at the ends, the garage entrance, and access to the mezzanine retail level. Marion Street will have corner retail, a mezzanine retail entrance, and the existing south facade of the YMCA. The Madison and Marion Street facades are limited by the steep slopes.

Swift: What kind of public amenities will be provided outside the building?

Ruffcorn: We will provide street trees, street furniture where appropriate in pocket areas, seating related to the atrium inside and out. The artwork inside the atrium will also be visible from the sidewalk. The sidewalk paving will have the standard two-by-two scoring pattern. Overhead weather protection will be provided and possibly a transit stop integrated into the building architecture.

Sundberg: The Commission has recently altered its use of the term “public benefits” to mean urban design amenities in response to growing concerns about proponents using bonused public benefits as mitigation for vacations. We are looking for programming elements that will genuinely enrich the pedestrian experience. I encourage incorporation of a generous and well integrated transit stop as an urban design amenity for the project. I am in favor of artist involvement, but strongly

encourage you to define the program, whether it's an artist to coordinate other artists or to create actual pieces.

Ruffcorn: Zimmer Gunsul Frasca Partnership is committed to the integration of public art and has a strong reputation of using art in previous projects. The art program for this project has yet to be developed, but we are interested in and committed to the integration of art.

Swift: The urban design principles that should drive the design decisions regarding program, streetscape and facade treatments seem to be missing. The presentation has focused on the through corridor and a number of potential facade treatments. I am still concerned about a lack of design principles or objectives that will result in a pedestrian friendly environment and would influence architectural details, furniture locations, et cetera. I am not getting a sense of what the design principles are that drive the project.

Dubrow: The underlying concepts and intentions are good, but the program is vague on the details that would ensure high quality public spaces. For example, is the space intended for lingering in or passing through. The character and quality of materials in the through corridor should reinforce the intended uses. The primary building elements have a lot to build on and I like the direction it's going. The through connection works as a unifying element, but I am more intrigued by the opportunity to create a generous public transit stop that is well integrated into the building, yet is clearly a public amenity. I see great potential for concentrating the artist involvement in the development of the entrances on Third and Fourth Avenues, the sidewalk canopies, atrium window elements, and the transit stop.

Ruffcorn: We are committed to the through-block connections and are committed to making it a lively and attractive space. Although the project is early in the design phase, we intend to have seating around the atrium space with active retail spaces along the east and west, north and south corridors. The next step in developing the project is to detail the shop fronts, but the developers are reluctant to spend additional funds to develop the project without knowing if the alley vacation will occur. We are committed to the through-block connections, a signage program, the integration of art, development of public spaces, overhead weather protection, outdoor seating spaces, and working with Metro on the development of a transit stop. We are also committed to developing small scale retail store fronts along Third Avenue similar to the existing building.

McCullough: We are working against a September 15 review date with City Council. The next step may be to put some of these things, program and design principles, in writing so that the Commission and City Council can be assured of our commitments.

Dubrow: A set of urban design principles for the project, given conditional approval of the vacation request, would give us criteria to evaluate the project in future reviews.

Swift: This approach worked well for the WSTC Expansion Project, allowing a level of commitment, prior to the project's full development, that offered both parties a mechanism for moving forward. I think we need to have a set of design principles, program, and commitments for implementing the principles in a way that weaves the project together. The Commission has been reviewing a large number of vacation requests recently. It is desirable to use these kinds of evaluation tools out of fairness to the proponents, the reviewers, and the public.

Dubrow: It seems that there is consensus about wanting to see some of the public benefits on the street, not only on the interior. I recommend the development of places within the through-block connection, with a real public character, that encourage the public to linger, not just to pass through. In order to achieve high quality

public spaces, I also recommend a partnership between the design team and an artist to define the character of those public spaces.

McCullough: We have to recognize, of course, that our ability to commit to improvements in the ROW requires ultimate approval by Seattle Transportation.

Sundberg: We recognize that we will need to have a dialog with Seattle Transportation should we agree on an idea of what will happen in the streetscape. I am most interested in what the pedestrians will experience moving around the building. Recognizing that there is a delicate balance between public and private spaces, if the exterior of the building and the streetscape are welcoming, then you have a good chance of generating the volume of people necessary to make the retail space work.

Ruffcorn: We haven't ignored urban design principles and have tried to activate all four streets with the two through-block connections, that are actually less efficient uses of space.

Dubrow: I am not criticizing what has been done to this point, you have a lot of good things going on. We just need to be certain of a package of urban design amenities that can be used to evaluate the project's development. I would like to see a set of explicit principles and a set of concrete commitments.

McCullough: I agree with the points you have raised here and think we can supply you with those materials.

Swift: This process will allow you to keep the project on schedule in terms of the City Council review. It also allows us to constructively advise the Council.

Layzer: The integration of the transit stop with the building facade is important and I wouldn't suggest using the Century Square Building on Third Avenue as an example. The Madison and Marion Avenue facades have limited opportunities to enliven the streetscape, given the steep slopes. I encourage you to treat the major building entrances as portals, with significant architectural statements. Madison and Marion Avenues are also opportunities to have small artist statements integrated into the landscape for pedestrians moving up and down the hill.

Sundberg: The Washington Mutual Tower has good examples of modest pedestrian gestures, with the history pieces along the hill-climb facades.

Swift: We need to see a set of urban design principles, a program statement, and a list of examples of how the principles could be implemented. These tools will allow us to constructively advise City Council.

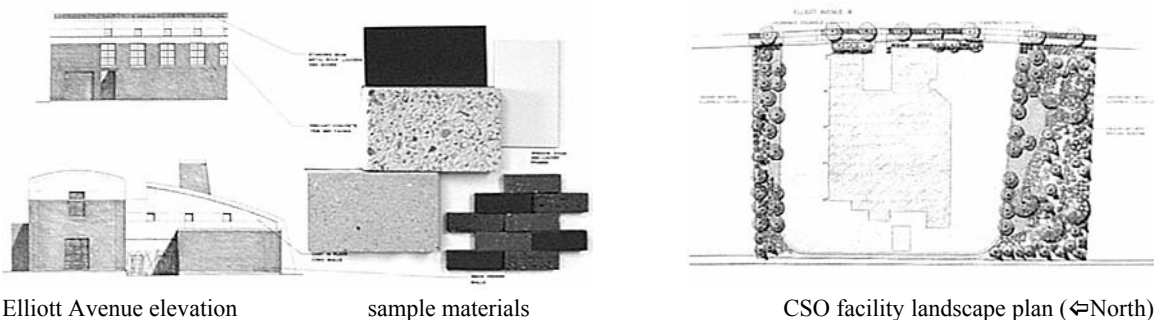
Action: **The subcommittee appreciates the thorough presentation and continues to support the overall direction of the project. The action of June 4 still stands and the Commission defers a final recommendation regarding the vacation until September 3, when the following elements will be presented:**

- a written set of urban design principles related to the public spaces with a focus on the streetscape environment;
- a written program statement;
- a written statement of how the principles will be implemented

082098.2 Project: **Denny Way/Lake Union CSO Control Project**
 Phase: Briefing
 Previous Review: June 19, 1997; January 15, 1998
 Presenters: Judy Cochran, King County Wastewater Division
 Dale Dennis, Nakano Dennis
 Laura Haddad, Artist
 Gregory Hill, Streeter & Associates Architects
 Attendees: Pam Allen, Streeter & Associates Architects
 Carol Valenta, King County Public Art
 Time: 1 hr. (0.3%)

The Denny Way/Lake Union CSO Control Project is a joint project of King County and the City of Seattle. When completed, it will control combined sewer outflows (CSO's) to Lake Union and at the Denny Way CSO on Elliott Bay. During small and moderate storms, CSO flows will be stored and then transferred to the West Point plant for treatment after the storm subsides. During very large storms, there will be on-site treatment and discharge to Elliott Bay. Treated flows will be discharged through a new submerged outfall off of Myrtle Edwards Park. The existing outfall at the Denny Way Regulator Station will be extended further into Elliott Bay and will be used during extreme events to discharge untreated CSOs (as allowed under state regulations). Other facilities to be constructed as part of this project include a tunnel under Mercer Street for conveyance and storage, the CSO facility located on Elliott Avenue West at Mercer Street, various pipelines and underground regulators, and a new artist designed plaza at Myrtle Edwards Park. The EIS for the project was sent out on July 15 and the project is nearing the 90% design completion stage. Construction is scheduled to begin in the year 2000.

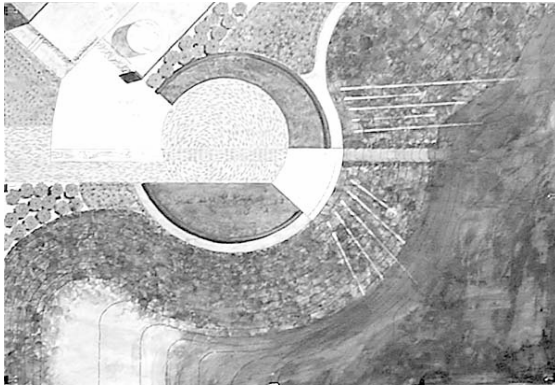
The CSO facility will be located on Elliott Avenue West at the intersection of Mercer Street. The facility is comprised of a pump station, an electrical and mechanical gear room, a central water treatment area, and a chemical storage area. The facility originally had three alternatives, each with extensive facade patterns in colored concrete block. The current design has more subdued facade treatments with three variegated colors of brick, buff colored cast stone accents, cast concrete, and gray metal roofing.



The CSO facility will be landscaped extensively to provide visual buffers at the north and south sides of the site, as well as along the Elliott Avenue edge. The north and south buffers will be multiple layers of low maintenance plantings; ground covers, shrubs, small trees, and conifers along the edges. The Elliott Avenue streetscape will consist of street trees and planting strips, as well as a steel tube reed fence, connecting the two brick facades (shown on page 7), similar to the fence at Myrtle Edwards park.

The proposed artwork includes a landscaped plaza with concrete and brick paving and stainless steel sculptural elements. The concept for the artwork is the interface between nature and technology. Surface water will drain into the swale that runs straight through the plaza toward

Elliott Bay, echoing the flow of water through the tunnel. The center of the plaza will also collect surface water and funnel it into the swale. Additional elements include a reed-like stainless steel tube fence and a series of small pipes embedded into the rock at the waters edge. These pipes will transmit the echoing sounds of waves lapping against the lower ends of the tubes up to the plaza level.

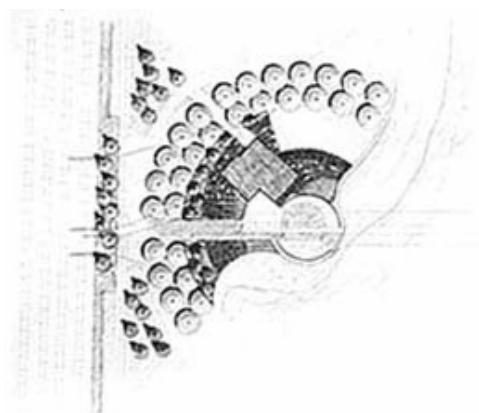


Artist-rendered plan of plaza (↔ East)

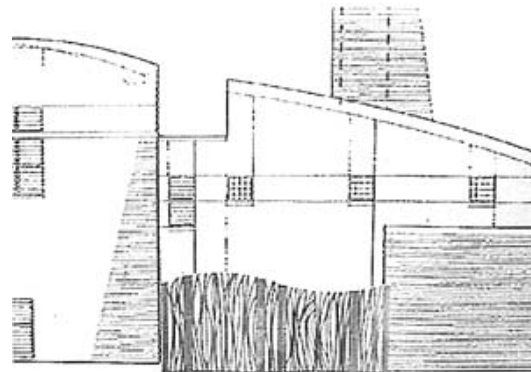


Plaza model (↔ East)

The park landscaping plan has a variety of trees consisting of an existing grove of poplars, a double row of birch trees, and conifers screening the railroad tracks. Various types of understory and ground cover plantings will provide a colorful backdrop to the plaza throughout the year.



Park landscaping plan (↔ East)



Reed-like fence along Elliott Avenue

Discussion:

Batra: What will be the noise levels of the pumps?

Cochran: The system will primarily be used during storms about eight to twenty times a year. The longest duration of pump activity will probably be about two hours. All six pumps will seldom be running at the same time. The tunnel is approximately 50 feet below grade and is cast in place concrete with noise baffling added. We have to meet worker protection levels within the building, resulting in very low noise levels outside the building.

Batra: How will odors be controlled?

Cochran: There will be odor control systems at each end of the tunnel. The Elliott Street end will have an active scrubber system and the South Lake Union end of the tunnel will have a passive carbon system.

Dubrow: Do you have a lighting plan?

Hill: The building will have shoe box type down lights. The lighting will probably be turned off unless people are at the facility.

- Haddad:** The Myrtle Edwards Park facility currently has no lighting, since the park closes at sunset. We don't want to encourage nighttime activity.
- Dubrow:** The new facility design seems to have addressed our previous issues with less decorative facade treatments, integrated art as a public amenity in a utilitarian space. I think it is a great project.
- Layzer:** I agree, it is a nice solution. I commend the design team for building upon the excellent elements of the previous design. The artwork is a great addition and is nicely reinforced by the landscape.
- Sundberg:** I also compliment the design team for a very solid follow through on this project. I very strongly encourage the installation of the artist fence along Elliott Avenue as a way to tie the building facades together and provide a connection to the park component. It is a crucial element that I would hate to see left out for lack of funds.
- Action:** **The Commission appreciates the thorough presentation and applauds the development of the landscape, architectural, and art elements with a high level of integration and commitment. The Commission appreciates the design teams close attention to previous recommendations.**
- The Commission strongly encourages the development and inclusion of the artist's fence along Elliott Avenue as a lyrical way of tying the facades together.**

082098.3 Project: **Seattle Design Commission Discussion**
 Phase: Sound Transit, August 6th briefing

The Commission discussed the Sound Transit packet of information containing the Guiding Principles for Commuter Rail, Link Light Rail, and Regional Express. Significant topics of discussion included:

- the social and civic functions stations,
- integration of station design with surrounding streetscapes,
- context driven design versus system side design,
- development of the scope of work and design guidelines for specific stations by design teams in conjunction with each station community.

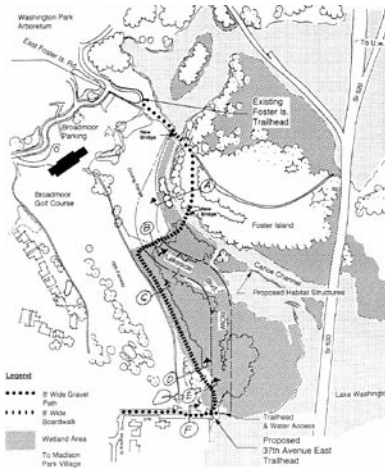
For a more detailed discussion of these and other issues, refer to the Sound Transit discussion with the Arts and Planning Commissions in these minutes.

082098.4 Project: **Arboretum Lakeside Trail**
 Phase: Briefing
 Presenters: Kevin Stoops, Parks Department
 Scott Denburg, Councilmember Steinbrueck's Office
 Time: 1 hr. (N/C)

The Arboretum Lakeside Trail project was begun in the 1970's as a possible connection to the Burke Gilman Trail. The idea met with some resistance and was postponed indefinitely. It was resurrected during the Shoreline Park Improvement Fund (SPIF) discussions regarding the \$25 million mitigation that Metro paid for the West Point Treatment facility.

The Environmental Impact Statement (EIS) for the project is nearly complete and contains three alternatives for the trail.

Alternative 1



5 foot wide trail plan (north →)



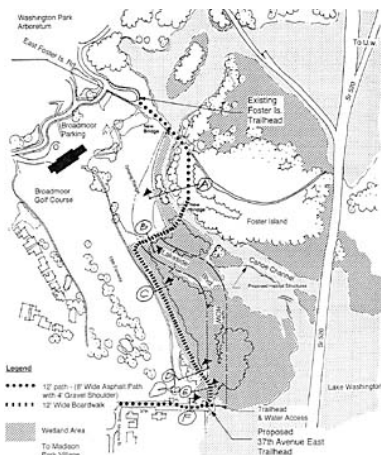
Section C - Near Golf Course Path & Birch



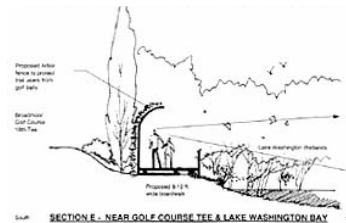
Section D - Near Golf Course Path & Old Campsite Area

8 foot wide trail sections

Alternative 2



12 foot wide trail plan (north →)



Section E - Near Golf Course Tee & Lake Washington Bay



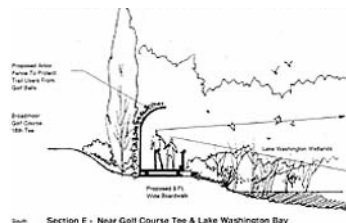
Section F - 37th Ave. East Proposed Trailhead

12 foot wide trail sections

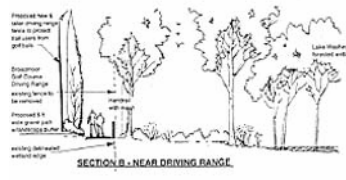
Alternative 3



8 foot wide trail plan (north →)



Section E - Near Golf Course Tee & Lake Washington Bay



Section B - Near Driving Range

5 foot wide trail section

The third alternative is within a 50 foot buffer established along the wetland area, while the first two alternatives have trails through a portion of the wetlands. The wetland area has been designated as a “wetland of exceptional value,” preventing any disturbance to the landscape.

The major issues regarding this trail are social and environmental impacts and the ability to obtain the necessary property. The new trail would have parking provided at the east trailhead near the Broadmoor Golf Course. The Madison Park community also has concerns regarding increased neighborhood traffic and parking problems. Parking problems due to Husky football game days is also a major neighborhood concern.

Discussion:

- Layzer:** The third alternative, with a five foot pedestrian path, is partially in the ROW; will you need to acquire additional property?
- Stoops:** The third alternative is laid out to avoid as much wetlands area as possible. Two short segments of the path would cross the ROW. A large amount of the project would have to be on property not yet acquired from Broadmoor Golf Course.
- Layzer:** The Broadmoor driving range appears to be partially in the ROW. Have there been any trade-off discussion or negotiations?
- Stoops:** I am not sure about Broadmoor’s current arrangement. They may have a street use permit or a license with the University of Washington.
- Layzer:** In any case it seems that the public agencies have extended a courtesy to the golf course.
- Stoops:** The golf course hasn’t stated a position against the trail, although they have listed specific impacts. These primarily include visual and spatial impacts to the 18th fairway. They are concerned that a vertical barrier along the north side will have a psychological effect and will appear to golfers to be encroaching beyond the standards of fairway widths.
- Dubrow:** What would be the environmental impacts of the trail to the landscape?
- Stoops:** At any location the trail will impact the vegetation below it by limiting sunlight and air. The construction process of driving the pin piles will also have an effect. We would have to limit construction to a defined period. Part of the wetlands has also been identified as an eagle management area. The environmental impacts are an issue of disturbance, during construction and long term public use.
- Dubrow:** What are the expected volumes of pedestrian traffic?
- Stoops:** The third alternative is similar in design to the Foster Island Trail, which has a fair amount of daily use. Since it will primarily be a neighborhood shortcut we expect a few hundred users per day. The 12 foot wide alternative has projected use of approximately 1600 pedestrians and bicycles per day.
- Denburg:** What is the environmental impact of the 12 foot wide trail versus the third alternative?
- Stoops:** The first and second alternatives both require bridges and are within the “wetland of exceptional value.” Construction of the bridges would require extensive pile driving within the wetland. The third alternative, with a five foot trail, is not within the wetland, but is in an established 50 foot buffer zone.
- Denburg:** What is the current bicycle route through the arboretum?
- Stoops:** There is a bike route on the west side of the arboretum. Some people ride on Lake Washington Boulevard through the arboretum. The major issue is the switch-back, hairpin turns south of Madison Park. The bicycle community originally wanted a water level route around Madison Park that connects into Lake Washington Boulevard south of Washington Park. There is some concern that bikes will be used on the trail despite the rules.

- Dubrow:** Given that the Foster Island Trail is pedestrian only, have you thought about making the new trail bicycle only.
- Stoops:** We have thought about that, but it becomes an issue of enforcement. Bicycle trails also require a ten foot minimum width for two-way traffic, which would be similar to the second alternative.
- Layzer:** You could use barrier systems to restrict bicycle access to the trail.
- Dubrow:** What is the next step for the project?
- Stoops:** The EIS will be reviewed by City Council in late fall and design work could begin in early 1999.
- Dubrow:** The Commission would appreciate early involvement in the project's design once the policy issues are worked out.
- Action:** **The Commission appreciates the briefing.**

082098.5 Project: **Sound Transit**
 Phase: SDC, SPC, SAC discussion
 Attendees: Marty Curry, Planning Commission
 Kris Hill, Planning Commission
 Susanne Friedman, Planning Commission
 Diane Sugimura, Construction and Land Use
 Barbara Goldstein, Arts Commission
 Jack Mackie, Arts Commission
 Time: 1 hr. (N/C)

Members of the Arts, Design, and Planning Commissions discussed the Guiding Principles recently approved by the Sound Transit Board.

Discussion:

- Curry:** The Planning Commission has been interested in the substance of the guiding principles as well as the process of how the Planning Commission engages in the implementation of those principles. We want to build a process that gives us the opportunity and the legitimacy to continue evaluating the principles in terms of how they relate to more specific design guidelines, as they are developed.
- Hansmire:** Since the Guiding Principles have already been approved, I think we would be most effective in suggesting a process by which the principles should be applied and implemented. It is imperative that the design teams be required, in their scope of work, to work with each community to establish a set of design guidelines for the station in that community. If Sound Transit tries to establish design guidelines for all the stations, they will end up being very general and vague. The Guiding Principles tie the overall system together, but each design team should be responsible for a set of station specific design guidelines. It is important to know where and how the system standard element transition into the community. In order to reflect the individual character of our communities, each station needs its own set of guidelines that include system standards, but are products of a community collaboration with the design teams. The Arts, Planning, and Design Commissions should come back and take a look at how these Principles dovetail into each station's design and implementation guidelines.
- Layzer:** There needs to be a process to ensure that context is interpreted broadly. For example, the Experience Music Project is proposed to fit within the context of the Seattle Center. Context could mean a variety of things, including character, history, environment, or culture.

- Dubrow:** I am eager to hear what kind of issues the Arts Commission is dealing with as we enter this process.
- Mackie:** The Arts Commission has recently been asked to run the management portion of the public art program for all of Sound Transit. Dealing with an infrastructure of this magnitude would substantially change the character of the Commission. The public art program would become another arm of the Arts Commission, with a necessity of many new staff. We have not had a chance to read through and evaluate this packet of information regarding the station and facility design issues.
- Dubrow:** What is the Arts Commission's desire regarding the public art program for Sound Transit?
- Goldstein:** Our position is that Sound Transit should staff up and run the program internally because they will have better control of the process. I will be writing them a letter that states our position and sites examples of it working successfully elsewhere. The Arts Commission may be willing to handle some short term control of the program.
- Mackie:** Having the Arts Commission manage Sound Transit's public art program would also require a whole new set of policies and processes. It would be a major undertaking that could drastically alter the Commission's organization.
- Dubrow:** What are some of the major issues, based on your past experience with public art in large system-wide settings, regarding uniformity throughout the system versus unique elements within the system?
- Mackie:** Consistency throughout the system would probably include the major civil issues, such as the edge of platforms, ROW security and safety. Other consistent elements may include ticket vending, signage, et cetera. However, these should have some level of variability allowing them to reflect the individual character of the stations. Other cities have developed a successful way of developing stations. In Dallas each station had what was called a "site specific subcommittee" comprised of neighborhood residents who became a sort of design review committee. The result is an overflow of various elements, such as wayfinding, into the community beyond the project site boundaries. Engineering and architecture is more constrained by the project boundaries, but the public art program can step outside the lines.
- Swift:** I am hearing a desire for more weaving of the system into the community fabric and for less clearly defined edges between station and the community.
- Layzer:** Having the Arts Commission manage Sound Transit's public art program is a strong gesture. However, I would be concerned if the gesture were based on a preconception that art is plugged into the project after most of the key decisions have already been made. As I look back at the design objectives, I think that we, as a group, need to reinforce that early artist involvement is crucial.
- Goldstein:** However, the fact that major decisions have already been made, doesn't preclude a well integrated art program. Los Angeles is an example of artist and urban planner involvement after the stations had already been designed, but there were still areas identified where an art program could be effectively integrated.
- Dubrow:** When art programs are not tied specifically to a Capital Improvement Project site, the opportunities for going beyond the project boundaries are wonderful. As a principle, the expectation of successfully weaving the station design into the neighborhood fabric at all levels requires the expenditure of funds beyond the project boundaries.
- Mackie:** The Arts Commission can spend money outside the project boundaries, which may be a way to weave the stations into the urban fabric. It is important to

remember that this system is more than stations. It's also aerial guideways, tracks, electrification facilities, et cetera. We can design good stations, but we also need to consider the other system elements.

Swift: I wonder if we should consider Guiding Principles which extend beyond public art to support other kinds of social activities.

Mackie: Do you mean that the station platforms may serve other community uses, such as becoming a Sunday flea market?

Swift: Yes. In my mind it deals with both the physical armature of the stations and the operation standards, such as allowing for a performance.

Dubrow: Before the decision to provide ATM's and other commercial functions is made, I think we need to raise the bar in terms of having the stations serve civic functions within the neighborhoods that go beyond providing efficient transit.

Swift: Has the Arts Commission talked about these possibilities?

Goldstein: We thought that the Light Rail Review Panel should be assigned the task of developing an elaboration of these principles.

Dubrow: There may need to be some principles established early regarding the tone of the spaces, whether stations are venues for commercial display or cultural expression.

Hill: The major discussion among Planning Commission has been focused on the role that stations should play within communities. Should they be the focal point of the community, provide educational functions, gathering spaces, or other social functions. An example is the Rainier Beach station area workshop where the community had a very clear idea of how their station should relate to the neighborhood fabric.

Curry: We need to deal with programmatic issues around stations, not just the physical character of the stations. The Rainier Beach station will have a nearby high school and middle school, which brings up the issue of where and to what extent you promote the system, through wayfinding elements, to younger populations. Ridership is the key ingredient to a successful system, and young people are the riders of the future.

Mackie: Are the communities questioning the station location decisions?

Curry: They seem to be accepting the rationale for station location after seeing enough alternatives. They understand why the station should be on Martin Luther King Way rather than Rainier Avenue, and are telling Sound Transit what the community would need in order to make the location work.

Friedman: The community has used the MLK location as a way of leveraging amenities outside the station area boundaries while working it into their Neighborhood Plan.

Hill: It will also be important for us to help Sound Transit go beyond the constraints of building a station on a specific piece of property. They do have investment restrictions on what they can do.

Dubrow: Another issue is how we define a station. In the densest areas, where we may wish for the most integration with the surrounding streetscape, how can we move away from the notion of stations as formal structures with specific entry points, and how does the payment system effect this notion?

Layzer: The proof-of-payment system could require that station areas are considered "fare paid" areas subject to inspection, and this could lead Sound Transit to consider designing at-grade station areas that are physically isolated from the surrounding community. In Portland, Tri-Met has pulled back fare enforcement to on-board the trains to allow integration of stations into the streetscape in downtown, with a very beneficial result. This is an example of a design issue that could be decided as a fare policy enforcement issue. We need to develop our core design objectives

- early and communicate them clearly. We'll also need to keep abreast of all the major policy decisions Sound Transit makes to ensure that they are not unknowingly foreclosing key design considerations.
- Mackie:** The key issue then becomes whether or not stations are architectural boxes with barriers limiting access to paying customers. We should encourage Sound Transit to think outside the box and to continue reviewing various alternatives.
- Dubrow:** There was a really early decision about the nature of how you pay that has a profound impact on how and to what extent the stations can be woven into the streetscape.
- Swift:** Early today we saw a project that had a sort of interior street that functioned as a corridor, with the primary function of moving people. It seems that in this discussion we are talking about here has to do with the civic functionality or role of these facilities.
- Curry:** In response to the Guiding Principles, we should probably step back, evaluate the all the information, and then make some proactive recommendations.
- Dubrow:** I see two principles developing within this discussion; maximizing the opportunities, where appropriate, to make the transit investment an improvement to the streetscape as apposed to contained platform design, and designing the stations for multiple uses that provide a programmatic level of civic benefits.
- Layzer:** We want transit stations that eliminate excuses for people not using mass transit. Another way of phrasing Gail's comment might be to say, let's look for opportunities to create multiple uses at transit stations that make it a civic resource that will draw people.
- Dubrow:** As a group, we need to move the emphasis toward civic rather than commercial.
- Mackie:** In terms of commercial uses, the ATM's are a good idea, but it is incredibly short-sided.
- Swift:** One of the things that we could do to help get past the decision making process would be to continue to craft these larger principles and aspiration statements.
- Curry:** Since the opportunities for station are planning will vary between different communities, focusing the discussion on civic, rather than commercial, investments allows more opportunities for weaving the stations into the different neighborhoods.
- Dubrow:** Perhaps we should identify the Guiding Principles that we all agree on as a way of engaging Sound Transit in a discussion of additional principles. The current principle that really troubles me is the one that talks about cost effectiveness. It is the one that could potentially cut public art, good architectural detailing, urban design amenities, et cetera. I suggest that we amend this principle to say that cost efficiencies are important but not at the cost of these other important elements.
- Hansmire:** We should offer Sound Transit our interpretations of these Guiding Principles with recommendations of how they should be implemented. This would allow the process to continue moving forward.
- Layzer:** It goes back to the relationship between the Guiding Principles. You could interpret that principle to be at odds with others.
- Hill:** It is also important to make sure that one principle doesn't supersede any others. Planning Commissioner Ed Rose has made the statement that any capital cost reductions should consider the general goal of creating station facilities that foster civic pride.
- Dubrow:** I would also add the goal of fostering design excellence.

- Swift:** I have heard some discussion about whether or not the light fixtures at stations are consistent system wide or unique. If we are at that level of discussion, then we need to back up in a way that allows the discussion to happen differently.
- Hansmire:** The board has opened a door for us to interpret these Guiding Principles and to respond with constructive recommendations.
- Action:** **Subcommittees from the Arts, Design, and Planning Commissions will reconvene on August 26 to draft a response to the Sound Transit Guiding Principles.**

082098.6 Project: **Commission Business**

Action Items:

- A. MINUTES OF AUGUST 6 MEETING: Approved as amended.

Discussion Items:

- B. SDC LANDSCAPE ARCHITECT OPENING: The position will be announced this week and will close on September 9th. Commissioners Foley and Hansmire will be on a selection subcommittee to review applications. The Commission is looking for a mid-career professional with experience in urban design, public projects, and sustainable design.
- C. INTERPAC DEVELOPMENT DESIGN REVIEW MEETING: Commissioners Sundberg and Batra reported on the Design Review Meeting. Sundberg felt that the entry connection to the outdoor plaza needs further refinement. The Commission will receive a presentation on the project probably during September.
- D. EXECUTIVE DIRECTOR SEARCH: The subcommittee has had a series of meetings to review resumes.
- E. LIGHT RAIL REVIEW PANEL PROPOSAL: Arts, Design, and Planning Commissioners will participate on a combined review panel.
- F. MUNICIPAL CENTER: Commissioners Hansmire and Sundberg participated in the consultant selection process. Hewitt/Isley with Weinstein Copeland Architects was the successful candidate.
- G. WSCTC UPDATE: City Council has granted conditional approval of the vacations and street use permits. The Design Commission will be reviewing the project again at their next meeting on September 3rd.
- H. CAPITAL IMPROVEMENT PROJECT CITY COUNCIL FORUM: The CIP process will be discussed at the City Council Wednesday Forum on August 26th.
- I. SDC HANDBOOK SUBCOMMITTEE MEETING: Commissioners Swift, Sundberg, and Dubrow will form a subcommittee to review the SDC Handbook as it develops. The first meeting will be on August 26th at 3:00pm.
- J. URBAN PARKS INSTITUTE, "Great Parks/Great Cities" JUNE 7-8: Donald Harris of the Seattle Parks Department has encouraged Commissioners to attend.

082098.7 Project: **Sand Point Junior League Playground**
 Phase: Design Development
 Presenters: Eric Friedli, Office of Sand Point Operations
 Eric Gold, Parks and Recreation
 Mary Herche, Junior League of Seattle
 Anne Strode, Parks and Recreation
 Time: .75 hr. (hourly)

The Junior League of Seattle is celebrating their 75th Anniversary by donating a playground to the citizens of Seattle to be constructed by October 28. A public review meeting was held in March to decide on a location within the Sand Point Naval Station and a children's design day was held in May to get input from future users of the play area. The chosen location is the former site of the air traffic control tower and the theme for the play area is "air, land, and sea."

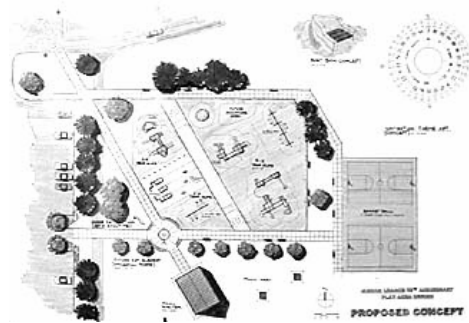
The Parks Department began work on the project in March and developed five siting alternatives for consideration based on existing and proposed conditions. The preferred alternative had the closest relationship to the existing community center and the most accessible topography. Parking will be provided west of the play area with a landscaped buffer between them.



Historic aerial photo



Sand Point reuse plan



Proposed play area plan

The play area site is enclosed by existing mature trees with view of Mount Rainier to the southeast. The play area design is based on the layout of the Sand Point Naval Station with a small scale "runway" separating the play equipment that ranges from a control tower to a ship and an series of quasi-hangers connecting to the "runway." Parallel to the "runway" is a major circulation axis connecting the Community Center to a picnic shelter at the south edge of the play area. The picnic shelter will be a temporary, pre-engineered steel structure that acts as a visual terminus to the axis. North of the picnic shelter is a circular water feature. Part of an existing parking lot, east of the play area will be reused as basketball courts.

Discussion:

- Batra:** Will there be adult seating near the two to five year old area?
Gold: We are now showing 15 to 20 benches around the play area, but the locations are flexible. The areas of safety surfacing are large and there is probably room to have some benches within the safety area. We want to make the seating as convenient as possible.
Batra: Will there be any other amenities such as a drinking fountain?
Gold: Yes. The picnic structure will have power and water. We are fortunate to have power, sewage, and water supplied to the site since it currently has a building on it.

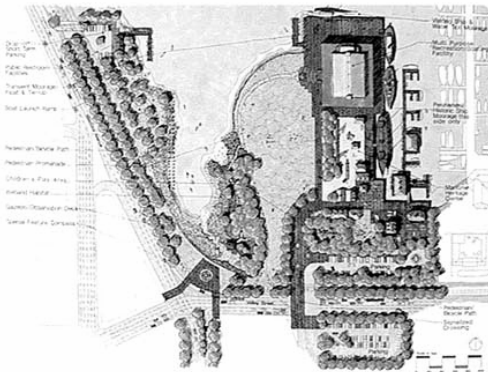
- Swift:** What is the schedule for this project? What are the existing grades on the play area site and the surrounding context?
- Gold:** The project is currently in an informal design development phase, between the schematic and contract document phases. The project development is simple, given the flat site, which allows us to use details from other projects. We will be working with the construction manager to decide what contract documents are necessary and required for the project.
- Swift:** I recall from the Commission's site tour of Sand Point that there is a subtle change in elevation, but besides the existing trees, there is no real land forms to define the space. Perhaps the design development phase needs to be spend refining the playground design. I question what seems to be an attachment to using the tarmac and airport runway as the primary circulation and organizing feature. The plan looks like it's in mid-schematic development in terms of organization and structure.
- Dubrow:** I really appreciate the generous civic gesture that the Junior League is making to the community. I know that this play area will get a lot of use. I am troubled by the small border green spaces and suggest shifting the plan to one side or the other. I am also concerned about the diagonals and wonder if you need two. Perhaps you could combine them into one "runway" that serves both functions. I also wonder if there is an opportunity to integrate surplus navy equipment that will give the play area a less polished appearance.
- Friedli:** We are trying to keep references to the past without the necessity for relics. It is an aesthetics issue in terms of how much of the Navy past is retained. Having a plane sitting out there in the park isn't aesthetically pleasing to me. It is an issue we have dealt with before with the community regarding how much of the Navy relics should be kept. The community groups support a less-is-better approach and have supported tearing up all the runways and demolishing as many of the buildings as possible in an effort to give the station a new identity.
- Dubrow:** I am thinking of a public art piece done many years ago in an old parking lot. Rather than parking a bunch of old cars in the lot, they parked the cars and then laid the asphalt over them. In this way the cars were abstracted and transformed. I am not necessarily suggesting that the relics be used exactly as they were intended, although I don't have a problem with that aesthetic. I think some piece or Navy artifact could actually make your playground. The proposed play equipment is so standardized, even with the slight modifications, that it weakens the connection you are trying to make with the site. If the reluctance to include any artifacts is a personal preference I encourage you to back off and do something that is a real signature for the place.
- Hansmire:** I agree with Gail, although planes are so large that they don't really fit in a play area. It is more a question of what types of artifacts are in scale with the play area. There are many other types of surplus elements that could easily be incorporated into the design in a more abstract way. The picnic structure seems like a better opportunity to play with the hanger idea.
- Gold:** We discussed the idea of using a Quonset hut as the picnic structure, but decided to install a temporary structure now as a place holder.
- Hansmire:** The Navy had a similar philosophy. Temporary structures tend to become permanent.
- Sundberg:** I agree and question the placement of a temporary structure centered on the access as the focal point. If it is temporary it should be downplayed and placed in a less conspicuous location.

- Swift:** The major circulation and organization axis should be the runway. The pedestrian walk should be removed and the picnic shelter, unless it's an integral part of the design, should be tucked out of the way somewhere.
- Gold:** The picnic shelter placement was primarily a functional, not aesthetic, decision.
- Swift:** Locating it between the basketball court and the play area would meet that objective.
- Dubrow:** Do the sponsors have any goals or objectives that haven't yet been realized?
- Herche:** We are very excited about the project and have had a good relationship with the Parks Department. The theme for the project developed out of a children's day that we sponsored to generate ideas for the park. We had a great response from parents and the community. Safety is a major issue of concern. We also wanted to appeal to older kids, which the basketball courts will accomplish. The Junior League is also providing a maintenance endowment of \$50,000 and will sponsor gardening groups to do monthly projects and an annual sponsor day, with about 1500 members. We are also partnering with Turner Construction Co., who is donating services along with other groups.
- Layzer:** I agree with the formality and rigidity of the axis as the organizing mechanism. I hope that it can be softened in the development of the landscape. I like the runway as the separation of the play areas for different age groups. I know that children love to play all over real artifacts, like boats, trains, and planes, but don't think that this play area is necessarily the best place for it. I appreciate your making the cartoonish pieces of the play equipment more appropriate. I encourage you to soften the formality of the project with landscaping and strongly encourage the consolidation of the pathways.
- Swift:** I remember some of the great parks that came out of the Forward Thrust movement and wonder if taking a breath, stepping back, and evaluating this project might result in a better design. This is a fabulous site with large open spaces. I think that simplifying the design is the next step.
- Dubrow:** I really love the spirit of the project and don't want to hold up the process, but I think we need another look at the circulation, axes, and edges.
- Batra:** This project is on a fast track and I would hate to lose the opportunity for such a great civic gesture.
- Swift:** Gail has articulated a number of issues that need to be looked at. If this project were in my office I would have a little two day charette process to really get the design resolved.
- Gold:** This project was designed with two senior landscape architects and has come out of a thoughtful process that considered many of the issues discussed here today.
- Action:** **The Commission applauds the civic gesture reflected by the Junior League's donation of a real public amenity and supports the concept of a play area based on the contextual history of the site. The Commission continues to have concerns about the open space character of Sand Point being compromised by additional programming elements. The Commission requests a presentation of a refined design of the project and recommends:**
- consolidation of the two axis into a single organizing element;
 - placement of the temporary picnic shelter in a less conspicuous location.
- The Commission understands the fast track nature of the project and will endeavor to review it in a timely manner.**

Phase: Update
 Previous Review: April 2, 1998
 Presenters: Anne Strode, Parks Department
 Donald Harris, Parks Department
 Pam Alsplaugh, Parks Department
 Time: .5 hr. (0.3%)

As a result of Neighborhood Planning efforts focusing on the South Lake Union park, the park Master Plan, completed in 1991, will be revised. The east side of waterway #3 will be acquired from the U.S. Navy along with the Armory Building. The Armory Building, with approximately 60,000 square feet is an opportunity to develop community recreational and maritime uses. The nearby Center For Wooden Boats will remain, but other uses for the area are not yet resolved.

Park improvements on the west side of waterway #3 will continue within the context of the larger park Master Plan. The new park improvements will extend existing tree lines and species that occur in an existing park space at the south end of waterway #3. A proposed parking lot west of the waterway will have a small load and unload area with ADA accessibility to the new boat launch for wheelchair bound kayakers. Other amenities include picnic tables, benches, and a bike rack.



1991 South Lake Union Master Plan

Discussion:

- Sundberg:** Why are you leaving the blackberry bushes along the waters edge?
- Strode:** The rest of the existing park has blackberry bushes along the waters edge, we are trying to match it until the entire park design is resolved. We plan to cut the bushes back, but not to remove them completely for the time being.
- Harris:** We are dealing with a very limited budget for interim park improvements.
- Strode:** The wooden boat ramp removal estimates have been more expensive than originally planned.
- Swift:** My primary concerns with this project have been addressed by the provision of contextual background information. The Commission has been asking presenters to include as much background information as possible, along with design principles and objectives.
- Foley:** I strongly support greater access to the water, but have concerns about where park users can access restrooms. The restaurants and businesses don't want people constantly asking to use their private facilities.
- Harris:** When the Armory Building is acquired on October 1, we will have an opportunity to provide park users with restroom facilities.
- Dubrow:** I encourage you to develop this project in concert with other projects around lake union to provide a "network" for boaters.

Harris: We are working with other Lake Union projects and are trying to stay informed.

Action: **The Commission greatly appreciates the update and contextual background information in response to previous comments.**

082098.9 Project: **Department of Parks & Recreation Major Maintenance Projects**
 Phase: Briefing
 Presenters: Cyril Jaunitas, DOPAR Deputy Director
 Tim Motzer, DOPAR Major Maintenance Program Manager
 Lanny Shuman, DOPAR CIP Budget Manager
 Attendees: George Deleau, former Design Commissioner
 Time: 1 hr. (N/C)

The Design Commission requested a meeting with Parks Department heads to discuss the nature of Capital Improvement Projects (CIP's) within the Department of Parks and Recreation (DOPAR), what constitutes a major maintenance project, and how the decision is made to keep design services within the department versus contracting them out to the private sector.

Discussion:

- Swift:** What criteria are used in making the decision to design in-house versus contracting out?
- Shuman:** Major Maintenance projects are defined as in-kind replacements or capital renovations that range in cost between \$15,000 and \$30,000. Whether or not they are done in-house depends largely on the staff capacity.
- Motzer:** A major maintenance project would be funded by money from City Council for in-kind replacement. Some replacements in-kind raise concerns when they cross design boundaries, such as changes in materials or locations. An example would be a play area that is replaced with new equipment that is different and is in a new location. Some major maintenance projects include in-kind replacement of whole buildings such as the Genesee Crew Headquarters. What level of involvement does the Design Commission desire, given that there will be 200 to 300 projects in a two year budget cycle?
- Swift:** The Commission has had some discussion with City Council staff to evaluate what constitutes a Capital Improvement Project, with the goal of reviewing the correct range of projects and at an early enough stage that recommendations can be addressed. We are interested in strategic involvement at early stages of the design process. Councilmember Steinbrueck has asked us to have a briefing regarding the Queen Anne Bowl as a Major Maintenance Project which raises major design issues.
- Motzer:** When we briefed the Commission two years ago about the 1997-98 program, the field conversion projects, with a change in material, didn't trigger any desires to review each project.
- Swift:** The Commission, to some degree, sets its own agenda and areas of interest. We are asked to advise elected official and city staff. In the case of the Queen Anne Bowl, we have been asked to advise the City Council.
- Motzer:** It sounds like you may want to revisit the list of projects in more depth regarding what the Commission desires to review.
- Juanitas:** We have a finite number of athletic fields in Seattle. Given the projected funding for the next biennium, you may not see any more field conversion projects. There is some money from the School District to do field renovations and we can brief you on those projects as well.

- Swift:** Can you give us a short briefing on the Queen Anne Bowl project?
- Motzer:** I was originally the project manager, then it was taken over by Eric Gold mid-way through the development. I had made the decision to not present the project to the Commission based on your previous comments that field conversions didn't necessitate Design Commission review.
- Juanitas:** The Queen Anne Bowl was essentially a mud field in the rainy season due to poor drainage. The Parks Department did some investigation and identified a new sports grass that could alleviate some of the drainage problems and become a year round field.
- Swift:** There are currently some community concerns about the project; what was the public process for the project and what are the next steps?
- Juanitas:** We engaged the Queen Anne Community Council and discussed neighborhood concerns, such as continued use of the mud field as an off-leash area (although it is not an identified off-leash area) and the possibility of parking conflicts. We are in the process of evaluating the department's public process with another committee.
- Motzer:** The Queen Anne Bowl project wasn't in the original group of Parks Department projects for the 1997-98 listing. It was a new project as a result of extra funding sources. Is it the kind of project that the Design Commission is interested in reviewing?
- Swift:** The Commission is definitely interested in reviewing CIP's that come out of single disciplinary design processes. The Queen Anne standpipe is an example of a project that was designed in a single disciplinary setting with late Commission involvement. It was a project with a limited scope, budget, and vision.
- Sundberg:** The products have longer-term effects than the scope and budget typically account for. Good civic projects require multidisciplinary design processes.
- Walls:** What are the criteria for deciding what is designed in-house versus contracted out?
- Motzer:** The criteria have evolved over time, but the main idea is that in-kind replacements can be done in-house with a cookie cutter design approach. The process of selecting consultants to do design work takes more time and money than doing it in-house.
- Shuman:** It is primarily based on workload and the number of staff available.
- Juanitas:** There aren't enough staff to do all the design work, so some has to be contracted out.
- Swift:** There seem to be two issues involved here. One is the qualifications of internal city staff to deal with multidisciplinary issues. The second is the point at which the Commission sees these projects. Many of the in-house design projects we see are well into the design development phase rather than at initial scoping or schematic phases where the multidisciplinary nature of the Commission comment can be most helpful. We need to ensure that the products of these design processes are lasting public amenities.
- Shuman:** We have discussed whether or not to present small replacement projects, such as changing wood bleacher seats to plastic, to the Commission. Perhaps the overall issue of replacing wood seats with plastic is something for the Commission to discuss rather than individual projects. Another example of general discussion topics may be field conversions with fake turf. We could present these types of issues when they are in the realm of system wide replacement decisions.
- Walls:** We usually find out about Parks Department projects through the public process fliers or by looking through the Daily Journal of Commerce bid pages. Some project managers, having past experience with the Commission, actually contact

us early in the design process. Recently we have seen a few play area projects that have primarily been in-house designs and are presented late in the design development process.

Deleau: My experience with the Parks Department has been on a 'don't ask, won't tell' basis.

Swift: Early Commission reviews and discussions allow us to comment on a project as it matures and develops. Projects already in the late stages of development typically don't have a time frame that allows our comments to be fully addressed. I am also concerned about the lack of mentoring within the department design staff that results in lower quality designs. Perhaps an internal mentoring program could increase the quality of projects designed in-house.

Deleau: Since the Commission reviews projects from all city departments, we can also help with cost efficiency issues through coordination with other projects.

Motzer: It comes back to the large number of projects. The Design Commission has seen a rather small portion of the total amount. We could give you a program briefing in December or January after Council approval.

Sundberg: Perhaps we should establish a threshold for projects that we want to review; when they go from in-kind replacements to having major changes. I am interested in seeing play area projects, but we could possibly reduce the amount of review time. I would like to see them around the same time as the community involvement process, so that we could also consider public comments regarding the project. It is very difficult to review projects mid-way through design.

Layzer: Assuming that there will be fewer projects being developed during the winter, between November and December may a good time to establish some targets for the coming year as well as to solidify an informal relationship with the new Executive Director.

Juanitas: We could discuss next years projects once the 1999-2000 list is adopted by City Council, which would be in early 1999.

Deleau: How does DOPAR prioritize projects?

Juanitas: They go through an extensive process. They are first evaluated in-house, then the 13 City Neighborhood Council districts rank them. They are then reviewed by other user groups, Neighborhood Plans, and sports groups.

Motzer: We also have concerns about Neighborhood Matching Fund projects that have low budgets, are on a fast track, and have a dramatic impact on the Parks Department. We may need to have a joint discussion with the Department of Neighborhoods. Perhaps the Design Commission should develop some criteria for DOPAR to use in deciding whether or not to present them to the Commission.

Walls: Are there ways to be in constant communication, to easily get into your process?

Motzer: We send you our quarterly updates on the CIP program.

Sundberg: The Commission should develop some criteria for its involvement by the end of 1998.

Action: **The Commission greatly appreciates the briefing and discussion.**